THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) 25 non-associated gas fields are presently being produced as follows :—

(i) One in Western offshore Region

(ii) Fourteen in Western onshore Region (Gujarat)

(iii) One in Eastern Region (Assam)

(iv) Six in Southern Region. (K. G. Basin)

(v) Three in Central Region. (Tripura)

(b) Creation of adequate compression, dehydration and transportion facilities for gas in the Bombay offsore region.

(c) Completion date for the Gas Flaring Reduction Project has not been extended beyond 1995.

(d) The reasons include lack of facilities mentioned in (b) above. Elsewhere, such as in Assam, inadequate offtake by downstream users also contrbute to flaring of associated gas.

मध्य प्रदेश के लिए कोयले की वैगनों का कोटा

85. श्री लक्खीराम अग्रवाल : क्या रेल मंत्री यह बताने कि कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश के लिए कोयले की वैगनों का वर्तमान कोटा राज्य की आवश्यकताओं को पूरा करने के लिए पर्याप्त नहीं है, जिसके कारण राज्य में कुछ औद्योगिक एककों में क्षमता के उपयोग संबंधी अपने लक्ष्यों की तुलना में अपना उत्पादन कर कर दिया है; और यदि हां, तो उसके क्या कारण है; और

(ख) क्या यह भी सच है कि उक्त राज्य के उद्योगों ने राज्य सरकार की मार्फत कई बार केन्द्रीय सरकार से कोयले की वैगनों की सप्लाई के लिए अनुरोध किया है और यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है ?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन) : (क) और (ख) रेलवे द्वारा उद्योगों को कोयले की अपर्याप्त सप्लाई के संबंध में मध्य प्रदेश सहित विभिन्न राज्यों से अभ्यावेदन प्राप्त हुए हैं ताप बिजली-घरों, इस्पात संयंत्रों, सीमेंट, उर्वरक संयंत्रों, आदि जैसे महत्वपूर्ण क्षेत्रों की मांग पूरा करने के बाद शेष बचा कोयला रेलवे के जरिए कोयला प्राप्त करने वाले अन्य उद्योगों की आवश्यकताओं को पूरा करने के लिए पर्याप्त नहीं है। उपलब्ध कोयले को विभिन्न उपभोक्ताओं के बीच समान रूप से बांट दिया जाता है जो सामान्यतः उनके कोटे से कम है ।

Timings of Narayanadri Express

86. DR. YELAMANCHILI SIVAJI: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the timings of Narayanadri Express running between Tirupati and Secunderabad have been changed ; and

(b) if so, what are the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) On the persistent demands of the travelling public to bring the train earlier into the State Capital to facilitate people to attend to the day's work at Secunderabad/Hyderabad.

Train Accidents on South Central Railways

87. SHRI MENTAY PADMANABHAM : Will the Minister of RAILWAYS be pleased to state :

(a) what are the steps initiated by Government to contain the frequency of rail accidents on the South Central Railways ;

(b) whether it is a fact that a large number of accidents which took place on South Central Railways since January, 1992 were due to human failure ; and

(c) whether the Railways have identified the causes of frequent accidents on the South Central Railways ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Some of the important steps taken to reduce accidents are:

(i) induction of technical devices to aid the human element;

(ii) monitoring the performance of staff of critical safety categories such as drivers, guards, station masters etc;

(iii) intensive training of staff in operational categories;

(iv) intensive and frequent inspections of sensitive installations;

(v) surprise checks against carriage of inflammable/explosive material in passenger trains; and

(vi) provision of whistle boards/speed breakers and road signs at the approaches of unmanned level crossings and improving visibility for road users and train drivers.

(b) and (c) Yes, Sir. While about 66% of the train accidents during the period January—June, 1992 on the South Central Railway are attributed to 'human failure'. a couple of serious accidents involving a large number of casualties and injuries were caused by suspected sabotage by anti-social elements. Negligence of road users and equipment failure also caused some accidents. A thorough cause-wise analysis has been made of all the accidents and necessary follow-up action initiated on the Railway.

Conversion of M. G. into B. G. in the Country

88. SHRI MENTAY PADMANABHAM: Will the Minister of RAILWAYS be pleased to state:

(a) what are the proposals under Governments consideration for conversion of metre-gauge lines into broad gauge in the country;

(b) the mileage propsed for conversion;

(c) the mileage proposed for conversion in Andhra Pradesh; and

(d) the lines earmarked for conversion in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) An action Plan for conversion of M. G./N.G. lines to B.G. has been drawn up. In the first phase about 11,000 kms. of such lines have been identified for conversion. Out of this 6,000 kms. are targetted for completion during the Eighth Plan.

(c) and (d) The lines earmarked for conversion in Andhra Pradesh & mileage is as under:—

	Kms.
1) Chickjajur-Bellary	39
(2) Guntur-Guntakal-Kallaru	458
& lifting of Kalluru-Dharmavaram	76
(3) Secunderabad-Dronadhalam & Secunderabad-Bolarum	331 / 104
(4) Katpadi-Pakala Tirupati	1008

Conversion of Railway Lines

89. SHRI VITHALRAO MADHAVRAO JADHAV:
SHRI SURINDER SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have decide to convert all MG and NG railway lines into BG within two years;

(b) what is the total amount required for the purpose and where the work is in progress;

(c) whether it is a fact that for the conversion of Aurangabad-Parbhani MG to BG project Rs. 50 crores have been provided for the year 1992-93 but the work has not been started; and

(d) by when the gauge cinversion work is to be completed from Adilabad to Parbhani and Miraj-Latur-Latur Rd. NG to BG?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) A Statement is attached. (*See* below)